25X1

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Attachment	to	
		17 June 1968
		Page <u>1</u>
		Copy _i

REFERENCE TO: Mission 1103, <u>UNDERGROUND AIRCRAFT DISPERSAL</u>
BIHAC AIRFIELD, YUGOSLAVIA

1. SIGNIFICANCE:

FIRST IDENTIFICATION ON KH PHOTOGRAPHY OF

UNDERGROUND AIRCRAFT DISPERSAL IN YUGOSLAVIA.

2. LOCATION:

4.5 NM WNW OF BIHAC, ADJACENT TO THE PLJESEVICA

MOUNTAINS, AND 58 NM SW OF ZAGREB.

3. REMARKS:

CONSTRUCTION AT BIHAC AIRFTELD HAS BEEN IN
PROGRESS PROBABLY SINCE 1959. THE AIRFIELD
HAS BEEN OBSERVED AND PHOTOGRAPHED ON SEVERAL
OCCASIONS BY WESTERN MILITARY ATTACHES, WHO HAVE
REPORTED SIGHTING CAVE ENTRANCES AND BUILDINGS
UNDER CONSTRUCTION ON THE SIDE OF THE PLJESEVICA
MOUNTAINS, AND A TAXIWAY EXTENDING FROM THE
RUNWAY AREA DIRECTLY INTO THE MOUNTAIN. OTHER
INTELLIGENCE SOURCES HAVE ALSO REPORTED RUMORS
OF CONSTRUCTION OF EXTENSIVE UNDERGROUND HANGARS
AND PERSONNEL AND MAINTENANCE FACILITIES AT THIS

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AIRFIELD.

GROUP 1 EXCLUDED FROM AUTOMATIC DOWNGRADING AND DECLASSIFICATION

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BIHAC AIRFIELD AND REPORTS THESE CONCLUSIONS: (1) BASED ON A CONVERSATION WITH A YUGOSLAV MILITARY LIAISON OFFICER, THERE IS A POSSIBILITY THAT MIG AIRCRAFT ARE BEING STORED UNDERGROUND IN YUGOSLAVIA. (2) NATURAL CAVE FORMATIONS IN THE MOUNTAINOUS REGION AROUND BIHAC COULD RATHER EASILY BE MADE TO ACCOMMODATE A LARGE NUMBER OF AIRCRAFT, AND THESE UNDERGROUND HANGARS WOULD BE PROTECTED BY ALMOST 5,000 FEET OF MOUNTAIN. (3) ROVING SECURITY PATROLS OPERATE IN THE MOUNTAINS NEAR THE AIRFIELD, A SECURITY PRACTICE NOT GENERALLY FOLLOWED AT OTHER AIRFIELDS. THE EXTREME SECURITY MEASURES TOGETHER WITH THE SIZE OF THE AIRFIELD AND LONG PERIOD OF CONSTRUCTION, CONFIRM THE IMPORTANCE TO THE YUGOSLAV AIR FORCE OF THIS FACILITY. These notes have been prepared for briefing purposes only and should not be used for detailed analytical work. Their use should be restricted to the particulal briefing boards (s) they were prepared for and must be considered valid only for the reporting porting and should not be used for detailed analytical work. Their use should be restricted to the particulal briefing boards (s) they were prepared for and must be considered valid only for the reporting purposes only and should not be used for detailed analytical work. Their use should be restricted to the particulal briefing boards (s) they were prepared for and must be considered valid only for the re-	For Release 2009/05/13 :	CIA-RDP78T05929A003100040003-0 TOP SECRET RUFF
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5.	FIRST IDENTIFICATION:	THIS MISSION.	
6.	NEGATION DATE:	NONE, BUT TWO OF THE FIVE CAVE ENTRANCES WERE	
	·	UNDER CONSTRUCTION ON	25X1
7.	SUBSEQUENT COVERAGE:	NONE.	
	DIMENSIONS/ SPECIFICATIONS:	WIDTHS OF CAVE ENTRANCES, READING FROM NORTH TO	
		SOUTH:	25X1
9•	MISSION READOUT:	CONTINUING ANALYSIS OF REVEALS 4.5 NM WNW	25X1
	OF BIHAC. AN 8,230 X :	140 FT NW/SE SERVICEABLE PROBABLE CONCRETE RUNWAY	
	WITH TWO ALERT APRONS,	AND AN 8,200 X 70 FT NW/SE SERVICEABLE PROBABLE	
	CONCRETE RUNWAY. BOTH	RUNWAYS ARE CONNECTED TO AN UNDERGROUND AIRCRAFT	
	DISPERSAL AREA CONSIST	ING OF FOUR CAVE ENTRANCES BY THREE TAXIWAYS/RUNWAYS,	
	MEASURING 7,140 X 75 F	r, 8,700 x 70 ft, and 5,340 x 70 ft. An Additional	
	CAVE ENTRANCE IS LOCATE	ED 2 NM SOUTH OF THE LONGEST RUNWAY, AND IS CONNECTED	
	BY ROAD TO THE SOUTHERI	NMOST TAXIWAY/RUNWAY. A POSSIBLE AIR-WARNING RADAR	
	FACILITY (NOT SHOWN ON	GRAPHIC) IS LOCATED 3.1 NM SSW OF THE CENTER OF THE	
	TOMORGE DIRECTOR NO. VIII	RGE SUPPORT FACILITIES ARE OBSERVED. THE AIRFIELD	

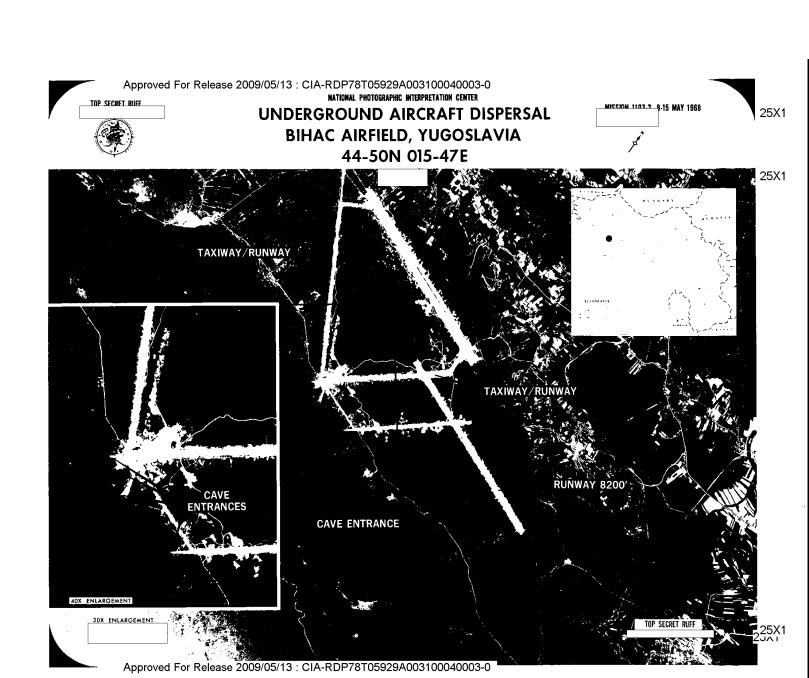
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